

# The China Mail

Established February, 1845.

Vol. XLII. No. 8765.

號二月四年五十八百八千一英

HONGKONG, THURSDAY, APRIL 2, 1885.

日七十月二年酉乙

PRICE, \$2 PER MONTH.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. AGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill, GORDON & GORCH, Ludgate Circus, E.C. BATES HENRY & Co., 37, Walbrook, E.C. SARGENT, DRAGON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—ANDREI PRINCE & Co., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO and America. Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. O. HEINZELN & Co., Manila.

CHINA.—MACAO, MESSRS. A. A. DE MELO & Co., Suvaia, QUELOK & Co., Anoy, WILSON, NICHOLS & Co., Poonoon, HENDER & Co., Shanghai, LANE, CRAWFORD & Co., KID KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

## Banks.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000  
RESERVE FUND, \$4,400,000  
RESERVE FOR EQUALIZATION, \$400,000  
DIVIDENDS, \$400,000  
RESERVE LIABILITY OF PRO., \$7,500,000  
FREETON, \$7,500,000

COURT OF DIRECTORS.  
Chairman—Hon. F. D. SARGENT.  
Deputy Chairman—A. MOLLER, Esq.  
O. D. HOTTOMLEY, M. GROTE, Esq.  
H. T. DALRYMPLE, Esq.  
W. H. FORBES, Esq.  
H. HOPKIN, Esq.  
Hon. W. KID KELLY, Esq.  
A. P. MOORE, Esq.  
E. E. SARGENT, Esq.

CHIEF MANAGER.  
HONGKONG, THOMAS JACKSON, Esq.  
SHANGHAI, EYEN CAMERON, Esq.  
LONDON BANKING, LONDON and County Bank.

## NOTICE.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.  
For Fixed Deposits—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 " " "  
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.  
Hongkong, February 28, 1885. 347

## NOTICE.

### RULES OF THE HONGKONG SAVINGS BANK.

- The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
- The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.
- Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,500 in any one year.
- Deposits may be on behalf of relations, of trusts, &c., in addition to the depositor's own account.
- Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.
- Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- Deposits may be secured from the Post by means of clean Hongkong Postage Stamps of any values.
- Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
- Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked "On Hongkong Savings Bank Business," be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.
- Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.
- All documents connected with the business of the Savings Bank are exempt from stamp duty.

For the HONGKONG & SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.  
Hongkong, April 25, 1884. 715

KELLY & WALSH have just Published in 2 Thick Vols. Demy 8vo., Paper Covers \$7.50, or Cloth \$9.50.  
MANUAL OF INTERNATIONAL LAW. Also, in demy 4to, cloth bound.  
THE SKELETON TELEGRAPH CODE, containing 15,000 Selected Words, with Rules Prescribed for filling in Private Codes.  
483 KELLY & WALSH.

## Bank.

### THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated under the Companies Acts 1862 to 1883.)

CAPITAL, £2,000,000  
IN 200,000 SHARES OF £10 EACH.

REGISTERED OFFICE,  
40 THURSDAY STREET, LONDON.

BRANCHES:  
In INDIA, JAPAN, CHINA and the Colonies.

LONDON BANKERS:  
THE UNION BANK OF LONDON, LIMITED.  
THE BANK OF SCOTLAND, EDINBURGH, LONDON & BRANCHES.

RATES OF INTEREST ALLOWED ON DEPOSITS.  
At 3 months' notice 3 1/2 per annum.  
" 6 " " 4 " "  
" 12 " " 5 " "

On Current Deposit Accounts 2 per cent. per annum on the daily balance.

Credits granted, Remittances, Exchanges, Loans, and every description of Banking Business transacted.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED.  
H. A. HERBERT, Manager.  
Hongkong, March 25, 1885. 522

## Notice of Firm.

WE HAVE This Day OPENED a BRANCH of our Firm at this Port, and have authorized Mr. G. MACKERRILL SMITH to Sign our Name.

MARGESSON & Co.  
Canton, 1st April, 1885. 557

## Intimations.

GOVERNMENT BILLS.  
TENDERS for SPECIE, Mexican Dollars, in exchange for BILLS, drawn On Demand, on the Government of India, Calcutta, will be RECEIVED by the DISTRICT PAYMASTER, Army Pay Department, until 12 Noon, on SATURDAY NEXT, the 4th Instant.

The Tenders to state the Total Amount required (in Rupees), and the Amount for which each Bill should be drawn, but no Bills will be issued for sums below Rs. 10,000.  
The Tenders to be in duplicate, in Sealed Covers, addressed to 'The District Paymaster, Army Pay Department, and endorsed 'Tenders for Government Bills'.  
The right to accept or reject any or all the Tenders is reserved.

ARTHUR GELSTON, Major, Staff Paymaster.  
TREASURY CHIEF OFFICE, Queen's Road, Hongkong, 1st April, 1885. 560

## NOTICE.

VICTORIA HOTEL, Praya and Queen's Road Central, Hongkong.

THIS extensive and well-appointed establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The Rooms are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the East.

The accommodation and service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOT is always provided and served in the spacious, large Dining Hall.

The Hotel also contains handsome and comfortable reception, Reading, Billiard and Smoking Rooms.

The Hotel is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken. Messrs. DORABEE and BING KEE, Proprietors.  
Hongkong, September 15, 1884. 1559

## NOTICE.

INTERNATIONAL HOTEL, (LATE NATIONAL HOTEL) QUEEN'S ROAD CENTRAL.

THE above HOTEL is NOW OPEN under NEW MANAGEMENT. Excellent Accommodation for BOARDERS. BILLIARDS. WINES and SPIRITS of the Best Quality only kept.

D. S. HEATSMAN, Proprietor.  
Hongkong, March 6, 1885. 396

D. K. GRIFFITH & Co. MANUFACTURERS OF THE LONDON PATENT WATER, Have Removed from the BEACONSFIELD ARCADE to larger Premises 1, DUDELL STREET, Where they continue to Supply:

SODA WATER, LEMONADE, GINGERADE, RASPBERRYADE, &c., &c., &c.  
At the same Moderate Charges.  
D. K. GRIFFITH, Proprietor.  
Hongkong, July 28, 1884. 1246

## For Sale. LANE, CRAWFORD & Co.

HAVE NOW RECEIVED THEIR NEW SUPPLY

OF

REGISTERED OFFICE,

40 THURSDAY STREET, LONDON.

BRANCHES:

In INDIA, JAPAN, CHINA and the Colonies.

LONDON BANKERS:

THE UNION BANK OF LONDON, LIMITED.

THE BANK OF SCOTLAND, EDINBURGH, LONDON & BRANCHES.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 1/2 per annum.

" 6 " " 4 " "

" 12 " " 5 " "

On Current Deposit Accounts 2 per cent. per annum on the daily balance.

Credits granted, Remittances, Exchanges, Loans, and every description of Banking Business transacted.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED.  
H. A. HERBERT, Manager.  
Hongkong, March 25, 1885. 522

ARTHUR GELSTON, Major, Staff Paymaster.

TREASURY CHIEF OFFICE, Queen's Road, Hongkong, 1st April, 1885. 560

THIS extensive and well-appointed establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The Rooms are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the East.

The accommodation and service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOT is always provided and served in the spacious, large Dining Hall.

The Hotel also contains handsome and comfortable reception, Reading, Billiard and Smoking Rooms.

The Hotel is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken. Messrs. DORABEE and BING KEE, Proprietors.  
Hongkong, September 15, 1884. 1559

ARTHUR GELSTON, Major, Staff Paymaster.

TREASURY CHIEF OFFICE, Queen's Road, Hongkong, 1st April, 1885. 560

THIS extensive and well-appointed establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The Rooms are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the East.

The accommodation and service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOT is always provided and served in the spacious, large Dining Hall.

The Hotel also contains handsome and comfortable reception, Reading, Billiard and Smoking Rooms.

The Hotel is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken. Messrs. DORABEE and BING KEE, Proprietors.  
Hongkong, September 15, 1884. 1559

ARTHUR GELSTON, Major, Staff Paymaster.

TREASURY CHIEF OFFICE, Queen's Road, Hongkong, 1st April, 1885. 560

THIS extensive and well-appointed establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The Rooms are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the East.

## For Sale.

JULES MUMM & Co.'s CHAMPAGNE.

Quarts, \$20 per Case of 1 doz.

Pints, \$21 " " 2 "

Dubouche & Co. of Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES.

Baxter's Celebrated 'Barley Broo' WHISKY, \$7 1/2 per Case of 1 doz.

GIBB, LIVINGSTON & Co. Hongkong, July 18, 1884. 1187

FOR SALE.

EXTRA FINE QUALITY FRENCH BUTTER.

BRAND 'DUC DE NORMANDIE'.

The Oldest BUTTER.

PACKING ESTABLISHMENT IN NORMANDY.

IN 1 lb tins and Cases of 48 tins each.

Sold in Quantities of not less than one dozen tins, at \$6 per Dozen.

Reduction made to Purchasers of one case and upwards.

G. R. LAMBERT, Sole Agent.

Hongkong, October 4, 1884. 1683

PUBLICATIONS BY J. DYER BALL.

CANTONESE MADE EASY.—A Book of SIMPLE SENTENCES in the CANTONESE COLLOQUIAL with Free and Literal Translations; and Directions for Rendering English Grammatical Forms into Chinese and vice versa.—Price, \$2. Interleaved Copies, \$2.50.

'We most cordially recommend it.'—China Review. 'Will be found to supply a want long felt by students of Cantonese.'—Daily Press. 'Mr. BALL'S Notes on Cantonese and Grammar will be found very valuable.'—China Mail.

EASY SENTENCES IN THE HAKKA DIALECT WITH A VOCABULARY.—Price, \$1.

'The Sentences given appear to be well arranged.'—China Mail. 'Contains a wide range of subjects.'—Chinese Recorder. 'An extensive Vocabulary.'—Daily Press.

FOR SALE at Messrs. KELLY & WALSH'S, W. ENDREW & LANE, CRAWFORD & Co., Hongkong; and at Messrs. TURNER & Co., London.

Hongkong, January 23, 1884. 149

NOW ON SALE.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT.

BY DR. E. J. EITEL.

CROWN OCTAVO, PP. 1018.

HONGKONG, 1877-1883.

Part I. A-K, \$2.50  
Part II. K-M, \$2.50  
Part III. M-T, \$3.00  
Part IV. T-Z, \$3.00

A Reduction of ten per cent. will be allowed to purchasers of ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kangxi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters contained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, while its introductory chapters serve the purpose of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co.

Hongkong, January 15, 1883. 151

FOR SALE.

COURSE, DISTANCE, AND AVERAGE SPEED TABLES.

FROM LONDON, via THE SUEZ CANAL, TO INDIA, CHINA, JAPAN, &c., WITH VARIOUS OTHER TABLES AND NOTES, BY W. A. GULLAND.

To be obtained at the 'CHINA MAIL' OFFICE, Messrs. LANE, CRAWFORD & Co., FALCONER & Co. Hongkong, September 2, 1884. 1475

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

BY ERNEST J. EITEL, Ph.D., TUBING.

REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & Co. Hongkong, August 20, 1884. 1398

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES Reprinted from 'The China Mail'.

WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had at the OFFICE of this PAPER, Messrs. LANE, CRAWFORD & Co., Messrs. KELLY & WALSH'S, and Mr. W. BRAUER'S.

Price, 50 Cents.

## To Let.

TO LET.

No. 4, WEST TERRACE. Entry from 1st April.

Apply to G. C. ANDERSON, 4, Praya Central.

Hongkong, April 1, 1885. 564

TO BE LET.

OFFICES or APARTMENTS in SUITES, in STANLEY STREET, at the back of the 'Victoria Exchange.'

Apply to HONGKONG DISPENSARY.

Hongkong, March 4, 1885. 381

TO LET.

'COLLEGE CHAMBERS' (late HOTEL DE L'UNIVERS), Single Rooms or SUITES of APARTMENTS.

No. 4 and 18, HOLLYWOOD ROAD. No. 25B, PRAYA CENTRAL. No. 44, GRAHAM STREET.

Apply to DAVID SASSOON, SONS & Co. Hongkong, December 24, 1884. 2165

TO LET.

THE DWELLING HOUSE, No. 38, CANE ROAD. Possession from 1st January, 1885.

Apply to DOUGLAS LAPRAIK & Co. Hongkong, December 23, 1884. 2164

STORAGE.

GOODS RECEIVED ON STORAGE in Commodious and well ventilated GODOWNS on the New Premises in BUNDLE STREET, next to the ORIENTAL BANK.

G. R. LAMBERT.

Hongkong, December 27, 1884. 2178

TO LET.

THE LARGE and COMMODIOUS HOUSE at Kowloon known as 'Belvue,' with GARDEN and TENNIS COURTS attached. Entry at once.

Apply to G. C. ANDERSON, 4, Praya Central.

Hongkong, February 20, 1885. 292

INSURANCES.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBURG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBURG & Co. Hongkong, November 5, 1883. 855

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to Insure against FIRE at Current Rates.

GILLMAN & Co. Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed AGENTS for the above Corporation are prepared to grant INSURANCES as follows:—

Marine Department. Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department. Policies issued for long or short periods at current rates.

Life Department. Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co. Hongkong, July 25, 1872. 496

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at 1/2 per cent. net premium per annum.

NORTON & Co., Agents. Hongkong, May 19, 1881. 928

WASHING BOOKS. (In English and Chinese.) WASHBURN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each. CHINA MAIL OFFICE.

## Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI. (Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW CHWANG, HANKOW and Ports on the YANGTSE.)

The Co.'s Steamship 'Fochong,' Captain. Hoag, will be despatched as above on SATURDAY, the 4th April, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, March 31, 1885. 554

POSTPONEMENT OF DEPARTURE.

STEAM TO BOMBAY VIA STRAITS. The P. & O. S. N. Co.'s Chartered Steamship 'King Arthur' will leave for the above place on SATURDAY, 4th April, at 2 p.m., instead of as previously advertised.



## Mails.

## NOTICE. AGENCIES.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ,  
PORT SAID.  
MEDITERRANEAN AND BLACK  
SEA PORTS.  
NAPLES, MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA.  
ALSO  
BORDEAUX, LE HAVRE, DUNKIRK,  
LONDON AND ANTWERP.

ON TUESDAY, the 7th April, 1885, at Noon, the Company's S.S. *MELBOURNE*, Commandant MURPHY, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.  
Cargo, and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 6th April, 1885. (Parcels are not to be sent on board; they must be left at the Agency's Office.)  
Contents and value of Packages are required.  
For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, March 25, 1885. 521

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 7th April, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.  
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage-Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.  
RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (at vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.  
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
For further information as to Passage and Freight, apply to the Agency of the Company, No. 104, Queen's Road Central.

F. E. FORSTER, Agent.

Hongkong, March 24, 1885. 515

## STEAM FOR

SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID,  
MALTA, GIBRALTAR, BRINDISI,  
VENICE, TRIESTE,  
PLYMOUTH, AND LONDON.  
ALSO,  
BOMBAY, MADRAS, CALCUTTA, AND  
AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *MALFA*, Captain G. W. ATKINSON, with Her Majesty's Mails, will be despatched from this Port for LONDON, via BOMBAY and SUEZ CANAL, on TUESDAY, the 14th April, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.  
Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.  
Silk and Valuables for Europe will be transhipped at Colombo. Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.  
The Contents and Value of Packages are required to be declared prior to shipment.  
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.  
Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Cargo and Passengers for MARSEILLES.

A. MOIVRE, Superintendent.

Hongkong, April 1, 1885. 562

## FREDERICK ALGAR.

COLONIAL, NEWSPAPER & COMMIS-  
SION AGENT,  
11, Coleman's Lane, Lombard Street,  
LONDON.

THE Colonial Press supplied with News-  
papers, Books, Types, Ink, Presses,  
Papers, Correspondents, Letters, and any  
European Goods on London terms.

NOTICE TO SHIPPERS.  
Colonial Newspapers received at the office  
are regularly filed for the inspection of  
Advertisers and the Public.

## To-day's Advertisements.

MacEWEN, FRICKEL & Co.  
HAVE MOVED INTO THEIR NEW  
PREMISES  
VICTORIA EXCHANGE  
QUEEN'S ROAD CENTRAL  
AND ARE OPENING  
STORES AND RETAIL ARTICLES  
at the lowest possible prices  
FOR CASH.

giving the benefit of the Co-operative  
Store system to the Public without the  
necessity of Membership. Detailed Prices  
will be furnished on application.

CROSS & BLACKWELL'S  
OILMAN'S STORES.  
JOHN MORRIS & SONS, LIMITED.  
OILMAN'S STORES.  
J. T. MORRIS'S  
OILMAN'S STORES.  
MACDONALD BROTHERS  
Lowestoft  
OILMAN'S STORES.  
AMERICAN  
OILMAN'S STORES.

WINE, &c.  
CHATEAU MARGAUX.  
CHATEAU LA TOUR, pints & quarts.  
1885 GRAVES, " "  
BREAKFAST CLARET, " "

SACONNE'S MANZANILLA & AMON-  
TILLADO.  
SACONNE'S OLD INVALID PORT  
(1848).

HUNT'S PORT.  
1 and 3-star HENNESSY'S BRANDY.  
COGNAC'S BRANDY.  
FINEST OLD BOURBON WHISKY.  
KINAHAN'S LL WHISKY.  
ROYAL GLENDEE WHISKY.

BOON'S OLD TOM.  
E. & J. BURKE'S IRISH WHISKY.  
ROSE'S LIME JUICE CORDIAL.  
NOLAN PRIME & CO'S VERMOUTH.  
JAMESON'S IRISH WHISKY.  
MARSALA.  
EASTERN AMERICAN CIDER.  
CHARTREUSE.  
MARASCHINO.  
OURACAO.

BASS'S ALE, bottled by CAMERON and  
SAUNDERS, pints and quarts.  
GUINNESS'S STOUT, bottled by E. &  
J. BURKE, pints and quarts.  
DRAUGHT ALE and PORTER, 5, the  
Gallon.

Agents for:  
Messrs. W. & A. GILBERT'S  
WINE AND SPIRITS.  
PATENT FIRE-PROOF SAFES.  
Messrs. TURNBULL, Jnr., and SOMERVILLE'S  
MALTESE CIGARETTES.  
Hongkong, April 2, 1885. 505

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
The Co.'s Steamship  
Glennac,  
Captain JACKSON, will be  
despatched as above on  
FRIDAY, the 10th Instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, April 2, 1885. 506

## To-day's Advertisements.

HONGKONG GUN CLUB.  
THERE will be a MEETING of the  
above CLUB on their Grounds at  
Kowloon TOMORROW.  
G. G. H. DAETH,  
Hon. Sec., H.K.G.C.  
Hongkong, April 2, 1885. 567

FOR SWATOW AND BANGKOK.  
THE SCOTTISH ORIENTAL STEAM-  
SHIP COMPANY, LIMITED.  
The Company's Steamer  
Mongkut, Capt. P. H. Lorr, will  
be despatched for the  
above Ports on SUNDAY, the 6th Instant,  
at Noon.  
For Freight or Passage, apply to  
YUEN FAT HONG,  
Agents.  
Hongkong, April 2, 1885. 568

EASTERN AND AUSTRALIAN  
STEAMSHIP COMPANY,  
LIMITED.  
FOR SYDNEY, MELBOURNE AND  
ADELDAIDE.  
(Calling at PORT DARWIN & QUEEN-  
SLAND PORTS, and taking through  
Cargo to NEW ZEALAND, NEW CALE-  
DONIA, TASMANIA AND FIJI.)  
The Steamship  
Tannadice,  
Capt. GREEN, will have  
quick despatch for the  
above Ports.  
For Freight or Passage, apply to  
RUSSELL & Co.,  
Agents.  
Hongkong, April 2, 1885. 569

Not Responsible for Debts.  
Neither the Captain, the Agents, nor  
Owners will be responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:  
ANSA BENZIE, German barque, Capt. H.  
Krause.—Stuenkel & Co.  
GOODALL, American barque, Capt. Wm.  
R. Hagan.—Adamson, Bell & Co.  
JNO. M. CLECK, American barque, Capt.  
J. T. Conant.—H. J. H. Tripp.  
MARTHA, British barque, Captain A.  
McPherson.—Arnold, Kurborg & Co.  
MELBREE, British barque, Captain Ligh-  
body.—Melchers & Co.  
NALLIE M. SHARP, American schooner,  
Capt. D. Gould.—Arnold, Kurborg & Co.  
REPUBLIC, American ship, Capt. Holmes.  
—Russell & Co.  
THORNA, British ship, Capt. Colin Fraser.  
—Messageries Maritimes.

SHIPPING.  
ARRIVALS.  
April 1, 1885.  
Crescent, British steamer, 1,049, J. Daily,  
Kutchin March 25, Coal.—BUTTERFIELD &  
SWIRE.  
Signal, German steamer, 385, C. A. Han-  
dewell, Hoilow March 31, General.—  
STERN & Co.  
Sulter, British steamer, 323, G. Wright,  
Haiphong March 30, Rice.—A. R. MAIRY.  
Rena, Spanish steamer, 652, L. Fremoy,  
Saigon March 28, Rice.—DUXY, McLELLY &  
Co.  
April 2.  
Glamis Castle, British steamer, 1,658,  
S. J. Valler, Saigon March 24, Rice.—  
ANDERSON, BILLS & Co.  
Anton, German steamer, 595, E. A. Crobo,  
Hoilow March 31, General.—WRIELEN &  
Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.  
Kashgar, British steamer, 1,515, F. Spock,  
Bombay March 13, and Singapore 26,  
General.—P. & O. S. N. Co.  
General.—P. & O. S. N. Co.

DEPARTURES.  
April 2.  
Dauwei, for Bangkok.  
Opock, for Saigon.



Here is a sample of the pabulum which our local contemporary the *Catholic Register* reproduces for the edification of its readers:—A Catholic child of three years, the daughter of a poor widow, was enjoying with all her heart a rare visit from her mother's brother. The young man being a little inclined to tease, told her he did not care for girls: he liked boys best. She looked at him a little puzzled. "But you like my mother, don't you?" she said. "Yes," he answered; "but I like boys best." "But you like my grandmother?" (his mother) she inquired, pleadingly. "Oh! yes, of course," but I like boys best, after all," was the reply. She looked down thoughtfully for a moment, a bright blush spreading over her sweet face. "But, Uncle John," she cried, raising her eyes filled with tears, "surely you love the Blessed Virgin!"—*See Maria.*

The greatest blow to Russian hopes at the present moment, says the *Pioneer*, will come not so much from the unexpected hostility of the Afghans, nor the still more unexpected firmness at the eleventh hour of the British Government, but from the—to them—astounding loyalty of the natives of India. We can faintly imagine the look which would come into the Russian Official's eyes when he saw the light upon such letters as we publish in to-day's *Pioneer* signed Raschid Ahmed and Musallam. Here are these Mahomedans and Hindus, who might exclaim, "whom Holy Russia is willing to rescue from the heavy yoke of the British Government and to place beneath the iron rule of Muscovite police agents, actually disputing with each other as to which is the more ready to assist the British! Nothing in fact, could be more than this prompt display of British India's Muslim arms to wield them in the cause of England against the fanatical Muslim pretender in the Sudan. From the deliberate resolve of our native fellow-subjects to stand by their Government, even against men of their own faith and colour, Russia and other enemies of England's rule in India, will be able to gather very little comfort.

#### ROYAL ARTILLERY ATHLETIC SPORTS.

The annual Athletic Sports of the Royal Artillery took place to-day under the most favourable circumstances. The ground was in capital condition, and the weather, though rather warm during the forenoon, was bright and fine.

Very shortly after 10.30 the trumpet sounded the assembly for the first event, and the sports were continued until about 1 p.m., when an interval of an hour was allowed for tiffin. The last event on the programme before tiffin was to have been a "Tag" of war between a team of Gun Lascars and one from the Sikh Police, but no team came to the scratch to do battle for the force, and so this interesting contest was lost. During the afternoon a large number of spectators gathered upon and around the ground, in the midst and visitors' tent erected for the purpose, amongst whom were H. E. the Governor, Major-General Cameron, Colonel Graves, and a number of the community.

The sport offered by some of the competitors was remarkably good, and very good time was made in some of the races. In the jumping events, both long and high, better results were achieved than in the recent Sports of the Regiment, though this may be partly due to the fact of the ground being much fitter to-day. The time for the 3-mile race, 53½ sec, made by the winner, Bom. Whitbread, is probably the best on record in the Colony, if the distance was correctly measured. The Obstacle Race, in preparing for which much trouble had been taken, provided considerable amusement to the spectators, besides severely testing the ingenuity and endurance of the competitors. Another amusing performance, not on the programme, was given by a band of "nigger minstrels," who not only catered for the amusement of the visitors in the purely comic line of business, but performed several musical melodies in a very fair style to an accompaniment on a small harmonium. Two of the members of this band proved winners in the Skid and Handspike Race, and one of them, Gunner Powell, who was capital made up as a monkey for the darkies' performance, proved himself best man in the Obstacle Race.

The Stewards, Judges and other officials for the occasion carried out their onerous duties to the satisfaction of all and are to be congratulated on a most successful meeting.

The Hand of the Buffs, by the permission of Col. Graves and the officers of the Regiment, performed some pleasing selections during the afternoon and added considerably to the enjoyment of the visitors present.

At the conclusion of the proceedings, Mrs. Cameron presented the prizes to the winners, several of the most successful of whom were loudly applauded as they stepped up to receive their prizes. Among these were Sergeant Houghton, the winner of the Volunteers' Cup, and Bom. Whitbread, winner of the Obstacle Cup.

Therapies having been distributed, Lieut. Col. Crawford proposed three cheers for the Queen, and these being given, he proposed three for Mrs. Cameron and the ladies, which were very heartily given.

H. E. General Cameron replied for Mrs. Cameron, and, in doing so, he

said he had been told the greatest enemy from which the soldiers suffered out here was general debility, and the only way to overcome that enemy was by increased activity. He remembered when he was at Aden how the men suffered from having nothing to do, and how the poor fellows lay down at night on the wet sand for the purpose of getting some vigour into their bones, and how when athletic sports were started a great deal of good was done. He also remembered when at Gibraltar, where the Prince of Wales was there, they gave athletic sports, and he never remembered the Prince enjoying himself more than he did then. He (General Cameron) was to do all he possibly could to encourage these sports, and he hoped to contribute some prizes himself. He was glad to see the community taking an interest in the sports and also to see the Governor present. He had also to say that he had never seen volunteers handle guns better than the Hongkong volunteers had done that afternoon. He concluded by calling for three cheers for H. E. the Governor.

These were given heartily, and three cheers were then given for the General himself and three for Lieut. Colonel Crawford.

The following are the names of the gentlemen who organized and carried out the arrangements:—  
Stewards:—Major Nash, Captain Stirling, Captain Matrin, Lieut. Brownlow.  
Sub-Committee:—Sergeant-Major Clarke, Sergeant-Major Wilkinson, Sergeant Houghton, Corporal Brown, Havildar-Major Akbar Singh.  
Judges:—Major Nash and Captain Stirling.  
Clerk of the Course:—Lieutenant Young.  
Starter:—Lieutenant Brownlow.  
Referee:—Lieutenant Colonel Crawford.  
Hon. Secretary:—Lieutenant Connolly.

1. **THROWING THE CRICKET BALL**, first prize \$2, second prize \$1.  
Entries:—Bom. Black, Gun. Power, Bom. Whitbread, Bom. Foster, Gun. Beach, Uta Singh, Sardar Singh, Gunda Singh, Julla Singh.

The throwing was not so good as at the Buffs' sports the other day, but three or four of the men made fair average throws. The Gun Lascars were very feeble in their efforts, none of them making any show at all.  
Bom. Black, 96 yds. 11 in. .... 1  
Gun. Beach, ..... 2

2. **PURRING THE SHOT**, (16 lbs.), first prize \$2, second prize \$1.  
Entries:—Gun. Royston, Gun. Buggs, Gun. O'Connor, Gun. MacPhilleny, Bom. Wilson, Pte. Gower Singh.

A 16 lbs. shot was used, and some very good puts were made. The men had, however, been practising with 32 lbs. shot and this told against them. Bom. Wilson was easily the best put not being beaten by any of the other competitors. The Lascar made a put of 30 ft. 8 in. and Gun. Royston one of 31 ft. 4 in.  
Bom. Wilson, 33 ft. 4 in. .... 1  
Gun. MacPhilleny, 31 ft. 11 in. .... 2

3. **BROAD JUMP**, first prize \$3, second prize \$2.  
Entries:—Gun. Powell, Gun. Jordan, Gun. Barter, Gun. O'Connor, Ptes. Gower Singh, Gunda Singh, Ahmed Din, Juand Singh, Fazul Shah, Corp. Vengy.

Ahmed Din made the best jump in his first try. Guns. Barter and O'Connor very good time was made in some of the races. In the jumping events, both long and high, better results were achieved than in the recent Sports of the Regiment, though this may be partly due to the fact of the ground being much fitter to-day. The time for the 3-mile race, 53½ sec, made by the winner, Bom. Whitbread, is probably the best on record in the Colony, if the distance was correctly measured. The Obstacle Race, in preparing for which much trouble had been taken, provided considerable amusement to the spectators, besides severely testing the ingenuity and endurance of the competitors. Another amusing performance, not on the programme, was given by a band of "nigger minstrels," who not only catered for the amusement of the visitors in the purely comic line of business, but performed several musical melodies in a very fair style to an accompaniment on a small harmonium. Two of the members of this band proved winners in the Skid and Handspike Race, and one of them, Gunner Powell, who was capital made up as a monkey for the darkies' performance, proved himself best man in the Obstacle Race.

4. **HIGH JUMP**, first prize \$4, second prize \$3, third prize \$1.  
Entries:—Gun. Barter, Gun. Powell, Gun. O'Connor, Bom. Carr, Pte. Gower Singh, Corp. Vengy.  
Gun. Barter and Bom. Carr fell out at 4 ft. 9 in. Gun. O'Connor cleared 4 ft. 10 in. but failed at the next peg. Vengy, the winner of the high jump last year, failed at 5 ft, though he then resorted to the vaulting style of jumping so much favored by Indians.  
Gun. Powell, 6 ft. .... 1  
Corp. Vengy, 4 ft. 11 in. .... 2  
Gun. O'Connor, 4 ft. 10 in. .... 3

5. **100 YARDS RACE**, first prize \$5, second prize \$3, third prize \$2.  
A large field (17) turned out for this event, which was run in three heats.  
1st heat. Entries:—Bom. Whitbread, Bom. Campbell, Bom. Foster, Gun. Power, Ahmed Singh, Sardar Singh. A foul occurred during the race by which Whitbread was thrown down and only a chance he had. There was only a foot or so between first and second. Time, 11½ sec.  
Bom. Foster ..... 1  
Pte. Ahmed Din ..... 2

2nd heat. Entries:—Corp. Brewer, Ptes. Fazul Shah, Arzeah Singh, Julla Singh, Gower Singh.  
Corp. Brewer got into front place near the start and won easily. Time, 12½ sec.  
Corp. Brewer ..... 1  
Arzeah Singh ..... 2

3rd heat. Entries:—Gun. Powell, Bom. Carr, Gun. Barter, Gun. O'Connor, Gun. Stevenson, Gun. Fitzmaurice.  
Powell had the race well in hand but let Barter pass him close to the post. Time, 12 sec.  
Gun. Barter ..... 1  
Gun. Powell ..... 2

Final heat. Entries:—Bom. Foster, Pte. Ahmed Din, Corp. Brewer, Pte. Arzeah Singh, Gun. Barter, Gun. Powell.  
Powell soon obtained a good lead and

won easily by six or seven yards. Foster a good third. Time not taken.

Gun. Powell ..... 1  
Do. Barter ..... 2  
Bom. Foster ..... 3

6. **VETERANS' RACE**, (100 yards, 1 yard allowed for every year over 12 years' service, first prize \$5, second prize \$3, third prize \$2.  
Entries:—Serg. Cooper, Serg. Houghton, Gun. Beach, Serg. Malven, Gun. Clarke, Gun. Gyar, Corp. Vengy.  
This was an easy thing for Serg. Houghton, who won by five or six yards. Time 11½ sec.  
Serg. Houghton ..... 1  
Corp. Vengy ..... 2  
Gun. Beach ..... 3

7. **ONE MILE RACE**, (prizes presented by Members of the Hongkong Club, first prize \$8, second prize \$4, third prize \$2.)  
Entries:—Bom. Whitbread, Gun. Cotton, Gun. O'Connor, Bom. Carr, Ptes. Gower Singh, Hakum Singh.  
Whitbread started a warm favourite and worked into first place in the first lap, running easily, with a long steady stride. O'Connor got into second place finishing the second lap, but lost it and dropped out of the race the third time round, Cotton taking second place, and Carr third, finishing in the same order. Time not taken.

Bom. Whitbread ..... 1  
Gun. Cotton ..... 2  
Bom. Carr ..... 3  
Whitbread started a warm favourite and worked into first place in the first lap, running easily, with a long steady stride. O'Connor got into second place finishing the second lap, but lost it and dropped out of the race the third time round, Cotton taking second place, and Carr third, finishing in the same order. Time not taken.

8. **GARRISON HURDLE RACE**, (120 yards, 10 hurdles, open to the Garrison, R.A. excepted, first prize \$3, second prize \$2, third prize \$1.)  
Eight men competed and the race was run in two heats to avoid fouls.

First heat.—Corp. Tapp, Corp. Finn, Corp. Brown, Pte. Jones.  
Two only finished, as below.  
Corp. Brown (Buffs) ..... 1  
Pte. Jones ..... 2

Second heat.—Ptes. Wood, Childs, Taylor, Drury.  
Childs took all his hurdles cleanly but the last, which he touched.  
Pte. Childs (Buffs) ..... 1  
" Taylor ..... 2  
" Drury ..... 3

Final Heat. The five men placed in the former heats ran. Brown got away best and maintaining his lead to the end won the race by about a yard and a half. Time not taken.  
Corp. Brown (Buffs) ..... 1  
Pte. Jones ..... 2  
Pte. Childs ..... 3

9. **SERGEANTS AND STAFF SERGEANTS R.A.**, (10 yards. Prizes presented by the Hongkong Volunteers.)  
Entries:—Serg. Houghton, Serg. Maj. Vessy, Serg. Carroll, Serg. Cooper, Serg. Wright, Serg. Malven.

Houghton, running in capital form, soon obtained a lead, and won by several yards. Vessy and Malven had a good race for second place.  
Serg. Houghton ..... 1  
Serg. Maj. Vessy ..... 2  
Serg. Malven ..... 3

10. **QUARTER MILE RACE**, first prize \$5, second prize \$3, third prize \$2.  
Entries:—Bom. Whitbread, Gun. Powell, Gun. Cotton, Gun. Barter.  
Four started but Cotton fell out in the first round. Powell led till very near the finish when Whitbread put on a spurt and won cleverly by about a foot; Barter a good third. Time 53½ sec.

Bom. Whitbread ..... 1  
Gun. Powell ..... 2  
Gun. Barter ..... 3  
The race was a close one, and the competitors were closely packed together.

11. **SKID AND HANDSPIKE RACE**, (100 yards), first prize \$4, second prize \$2, third prize \$1.  
Eight gunners of the R.A. and two Gun Lascars entered.  
The competition attracted considerable amusement. One or two of the runners were left rather behind at the start through not picking up their skids cleanly, and others dropped their skids on the way. The following were the successful competitors.

Gun. Power ..... 1  
" Foster ..... 2  
" Ashbrook ..... 3  
A second race of the same kind, not on the programme, was got up in the interval before the half mile race. Seven men entered, including two Gun Lascars. On this occasion the men started with their skids already shouldered, instead of picking them up after the gun fired. All succeeded on this occasion in bringing their handspikes and skids home.

Gun. Bugg ..... 1  
" Crawley ..... 2  
" Cotton ..... 3  
The competition attracted considerable amusement. One or two of the runners were left rather behind at the start through not picking up their skids cleanly, and others dropped their skids on the way. The following were the successful competitors.

12. **VOLUNTEERS' COMPETITION**, (Prize by Officers R.A.)  
Four squads came forward to compete in this event. They were composed of:—  
1—Serg. Major Sassoon, Gunner David, Hancock, Joseph, Danby, Tata and Stewart.  
2—Sergeants Tomlin, and Miles, Gunners White, Cornish, Howell, Platt and Scott.  
3—Sergeant Dipple, Gunners Wood, Machado, Whittall, Corp. Denison, and Gunners Randall and Jackson.  
4—Sergeant Osborne, Corp. Lammert, Gunner Waldman, Swales, Parfitt, Melby and Hughes.

The men were placed in the positions given above. The race was run in heats. In the heat between squads one and two, Sergeant Tomlin's squad won easily, and in the other heat, Sergeant Dipple's squad also scored an easy win. In the final heat, Sergeant Tomlin's squad, working with remarkable unity and rapidly, beat Sergeant Dipple's team, winning easily in 1m. 49½.

13. **HAR MIRA RACE**, (winners at previous meetings to be handicapped. Prizes presented by the Hongkong Volunteers), first prize \$8, second prize \$4, third prize \$2.  
Entries:—Bom. Whitbread (penalized

35 yards) Gun. Powell, Gun. Cotton, Gun. Barter, Gun. O'Connor, Bom. Carr.

After once round Barter obtained the lead but about half way round the second time Whitbread, who had pulled up the distance most gamely, came to the front. Carr and Cotton put on a spurt and towards the end of the last lap came up well but were unable to pass Whitbread. Time 3 min 38½ sec.

Bom. Whitbread ..... 1  
Gun. Carr ..... 2  
Gun. Cotton ..... 3  
Whitbread started a warm favourite and worked into first place in the first lap, running easily, with a long steady stride. O'Connor got into second place finishing the second lap, but lost it and dropped out of the race the third time round, Cotton taking second place, and Carr third, finishing in the same order. Time not taken.

14. **HURDLE RACE**, (120 yards, 10 hurdles), first prize \$5, second prize \$3, third prize \$2.  
Entries:—Gun. Power, Bom. Carr, Gun. Barter, Bom. Foster, and Vengy and Dewar Singh.  
Bom. Foster led until near the end; when Gun. Barter overtook him and came in first in 2½ seconds, about a yard ahead. Bom. Carr came in third, with Vengy a good fourth.

Gun. Barter ..... 1  
Bom. Foster ..... 2  
Bom. Carr ..... 3  
Whitbread started a warm favourite and worked into first place in the first lap, running easily, with a long steady stride. O'Connor got into second place finishing the second lap, but lost it and dropped out of the race the third time round, Cotton taking second place, and Carr third, finishing in the same order. Time not taken.

15. **OBSTACLE RACE**, (open to the Fleet and Garrison), first prize \$6, second prize \$3, third prize \$2.  
Entries:—Gun. Power, Ptes. Clark, Childs, Wilkins, Russell, W. Kirby, G. Kirby, Jones, Christy, Short, Ramsley, Cox, Corp. Kowalev.

The obstacles comprised a spar fixed 9 in. above the ground, which had to be crawled under, an inclined slope rising to 13 ft. which was well greased, a line of tubs suspended four feet from the ground to be passed through, a *chateau de frise* of hurdles, a terrible scaffolding of horizontal poles which had to be climbed by means of a rope and a large square of netting pegged to the ground to be crept under. The efforts of the competitors to surmount the various obstacles in the best time caused immense fun amongst the spectators and elicited roars of laughter. Gunner Power proved himself particularly clever in overcoming the numerous difficulties of the course, but was very closely approached by Pte. G. Kirby of the Buffs.

Gun. Power ..... 1  
Pte. G. Kirby (Buffs) ..... 2  
Corp. Wilkins ..... 3  
The obstacles comprised a spar fixed 9 in. above the ground, which had to be crawled under, an inclined slope rising to 13 ft. which was well greased, a line of tubs suspended four feet from the ground to be passed through, a *chateau de frise* of hurdles, a terrible scaffolding of horizontal poles which had to be climbed by means of a rope and a large square of netting pegged to the ground to be crept under. The efforts of the competitors to surmount the various obstacles in the best time caused immense fun amongst the spectators and elicited roars of laughter. Gunner Power proved himself particularly clever in overcoming the numerous difficulties of the course, but was very closely approached by Pte. G. Kirby of the Buffs.

16. **100 YARDS RACE**, ("Band of the Buffs"), first prize \$5, second prize \$3, third prize \$2.  
Eight men entered for this race, and the winner of the similar race at the Buffs' Sports won easily, coming in first about two yards ahead of the second man. Time 11½ sec.  
Pte. Cook ..... 1  
" Tapp ..... 2  
" Daws ..... 3

17. **CONSOLATION RACE**, (200 yards), first prize \$3, second prize \$2, third prize \$1.  
Entries:—Corp. Brewer and Wood, Ptes. Russell, Campbell, Christie, Taylor and W. Kirby.  
Soon after the start Corp. Wood took the lead, and running in excellent style, came in an easy winner a good 15 yards ahead of Pte. Taylor. Pte. Russell made a good third. Pte. Campbell, who made a brave effort to get third place, fell when about ten yards from home.

Corp. Wood ..... 1  
Pte. Taylor ..... 2  
Pte. Russell ..... 3  
The race was a close one, and the competitors were closely packed together.

The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together.

The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together.

The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together.

The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together.

The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together.

The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together.

The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together.

The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together.

The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together.

The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together.

The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together.

The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together. The race was a close one, and the competitors were closely packed together.

#### CORRESPONDENCE.

##### THE DEFENCE OF HONGKONG.

To the Editor of the "China Mail."

April 2nd, 1885.

Sir,—The report of the proceedings of the Council held to consider the subject of the defence of Hongkong will produce a feeling of indignation and surprise in the minds of all residents at the comparatively insignificant display. Even without the aid of a trained eye the weakness of our position is obvious to any one who will walk to our most-vaulted batteries and observe. They seem to have been specially designed and placed to facilitate attack in the rear, and whatever virtues are possessed by the guns they mount would disappear under the lively fire of a machine-gun from one of those little hills which all the batteries have commanding them. Playing the catch will not help us, although the members of Council like the game, and it is the obvious duty of the residents to take immediate and prompt action. In view of this action I would say a few words.

A general idea seems to prevail that the defence of Hongkong is the one thing required to complete the defence of the Colony. This, I think, arises from an exaggerated opinion of their offensive powers, and is in a great measure the result of the fact that the attack might be conducted by both ironclads and unarmoured vessels, the former bombarding the batteries, while the latter landed men on the south side or elsewhere with a view to storming the batteries in the rear. This is a serious matter, which the situation and design of the batteries most favour, and if this latter manoeuvre can be entirely prevented instead of combat after it has been partly carried out, the batteries and the *Wharr* would have some chance of coping with the enemy. The attack might come wholly from the rear, but in any case I propose to meet it with very small and handy gunboats, and of necessity the more of them the better. Each gunboat should carry one 64-pounder gun and one 4-barrelled 7-inch gun. The 64-pounder for the armament, because, although it fires a much lighter projectile than the 7 in. Fraser gun, of which there are also some in the Colony, it has ample penetrative power for any unarmoured vessel, may be fired from a distance, and will be as heavy or heavier than many of the guns directed against it.

In the days immediately preceding the introduction of ironclads and rifled ordnance, when the *Mercy* class of frigates and the large American frigates were the main armaments of the British navy, the British authorities armed their vessels with 10 in. and 8 in. guns, although the Americans used 11 in., because the men were less fatigued in working them and could in consequence deliver their fire with more rapidity and precision. The vessels of our navy, however, now in dealing with hand-worked guns and unarmoured vessels.

In these gunboats, guns and Nordenfolds may be "protected" from all machine and light gun fire, and be loaded and fired from behind shelter. The vessels may be so arranged that they may be attacked with effect, and with the Nordenfeldt ship's boats may be prevented from effecting a landing, and attacks upon the gunboat herself by boats being repelled. A number of such vessels acting in concert would effectively prevent unarmoured vessels from giving important aid to the attacking squadron. They could steam to any suitable position, and from their size and light draught avail themselves of the shelter afforded by small bays, headlands, rocks, &c., and while delivering a fire of equal weight to the enemy's they would present a much smaller mark, and if hit would be quite capable of self defence against boat attack of any kind, and that without taking the principal weapon (the 64-pounder) from its work upon the enemy's ship.

The speed of a torpedo boat is not necessary for a boat of this type, and in sacrificing speed we gain in defensive qualities which the torpedo boat does not possess. All machine gun projectiles will readily penetrate a torpedo boat at the range within which she can be used, and the fact that she is so small and so manoeuvrable, and is so capable of self defence against boat attack of any kind, and that without taking the principal weapon (the 64-pounder) from its work upon the enemy's ship.

The speed of a torpedo boat is not necessary for a boat of this type, and in sacrificing speed we gain in defensive qualities which the torpedo boat does not possess. All machine gun projectiles will readily penetrate a torpedo boat at the range within which she can be used, and the fact that she is so small and so manoeuvrable, and is so capable of self defence against boat attack of any kind, and that without taking the principal weapon (the 64-pounder) from its work upon the enemy's ship.

The speed of a torpedo boat is not necessary for a boat of this type, and in sacrificing speed we gain in defensive qualities which the torpedo boat does not possess. All machine gun projectiles will readily penetrate a torpedo boat at the range within which she can be used, and the fact that she is so small and so manoeuvrable, and is so capable of self defence against boat attack of any kind, and that without taking the principal weapon (the 64-pounder) from its work upon the enemy's ship.

The speed of a torpedo boat is not necessary for a boat of this type, and in sacrificing speed we gain in defensive qualities which the torpedo boat does not possess. All machine gun projectiles will readily penetrate a torpedo boat at the range within which she can be used, and the fact that she is so small and so manoeuvrable, and is so capable of self defence against boat attack of any kind, and that without taking the principal weapon (the 64-pounder) from its work upon the enemy's ship.

The speed of a torpedo boat is not necessary for a boat of this type, and in sacrificing speed we gain in defensive qualities which the torpedo boat does not possess. All machine gun projectiles will readily penetrate a torpedo boat at the range within which she can be used, and the fact that she is so small and so manoeuvrable, and is so capable of self defence against boat attack of any kind, and that without taking the principal weapon (the 64-pounder) from its work upon the enemy's ship.

The speed of a torpedo boat is not necessary for a boat of this type, and in sacrificing speed we gain in defensive qualities which the torpedo boat does not possess. All machine gun projectiles will readily penetrate a torpedo boat at the range within which she can be used, and the fact that she is so small and so manoeuvrable, and is so capable of self defence against boat attack of any kind, and that without taking the principal weapon (the 64-pounder) from its work upon the enemy's ship.

The speed of a torpedo boat is not necessary for a boat of this type, and in sacrificing speed we gain in defensive qualities which the torpedo boat does not possess. All machine gun projectiles will readily penetrate a torpedo boat at the range within which she can be used, and the fact that she is so small and so manoeuvrable, and is so capable of self defence against boat attack of any kind, and that without taking the principal weapon (the 64-pounder) from its work upon the enemy's ship.

The speed of a torpedo boat is not necessary for a boat of this type, and in sacrificing speed we gain in defensive qualities which the torpedo boat does not possess. All machine gun projectiles will readily penetrate a torpedo boat at the range within which she can be used, and the fact that she is so small and so manoeuvrable, and is so capable of self defence against boat attack of any kind, and that without taking the principal weapon (the 64-pounder) from its work upon the enemy's ship.

The speed of a torpedo boat is not necessary for a boat of this type, and in sacrificing speed we gain in defensive qualities which the torpedo boat does not possess. All machine gun projectiles will readily penetrate a torpedo boat at the range within which she can be used, and the fact that she is so small and so manoeuvrable, and is so capable of self defence against boat attack of any kind, and that without taking the principal weapon (the 64-pounder) from its work upon the enemy's ship.

The speed of a torpedo boat is not necessary for a boat of this type, and in sacrificing speed we gain in defensive qualities which the torpedo boat does not possess. All machine gun projectiles will readily penetrate a torpedo boat at the range within which she can be used, and the fact that she is so small and so manoeuvrable, and is so capable of self defence against boat attack of any kind, and that without taking the principal weapon (the 64-pounder) from its work upon the enemy's ship.

The speed of a torpedo boat is not necessary for a boat of this type, and in sacrificing speed we gain in defensive qualities which the torpedo boat does not possess. All machine gun projectiles will readily penetrate a torpedo boat at the range within which she can be used, and the fact that she is so small and so manoeuvrable, and is so capable of self defence against boat attack of any kind, and that without taking the principal weapon (the 64-pounder) from its work upon the enemy's ship.

The speed of a torpedo boat is not necessary for a boat of this type, and in sacrificing speed we gain in defensive qualities which the torpedo boat does not possess. All machine gun projectiles will readily penetrate a torpedo boat at the range within which she can be used, and the fact that she is so small and so manoeuvrable, and is so capable of self defence against boat attack of any kind, and that without taking the principal weapon (the 64-pounder) from its work upon the enemy's ship.

The speed of a torpedo boat is not necessary for a boat of this type, and in sacrificing speed we gain in defensive qualities which the torpedo boat does not possess. All machine gun projectiles will readily penetrate a torpedo boat at the range within which she can be used, and the fact that she is so small and so manoeuvrable, and is so capable of self defence against boat attack of any kind, and that without taking the principal weapon (the 64-pounder) from its work upon the enemy's ship.

The speed of a torpedo boat is not necessary for a boat of this type, and in sacrificing speed we gain in defensive qualities which the torpedo boat does not possess. All machine gun projectiles will readily penetrate a torpedo boat at the range within which she can be used, and the fact that she is so small and so manoeuvrable, and is so capable of self defence against boat attack of any kind, and that without taking the principal weapon (the 64-pounder) from its work upon the enemy's ship.

The speed of a torpedo boat is not necessary for a boat of this type, and in sacrificing speed we gain in defensive qualities which the torpedo boat does not possess. All machine gun projectiles will readily penetrate a torpedo boat at the range within which she can be used, and the fact that she is so small and so manoeuvrable, and is so capable of self defence against boat attack of any kind, and that without taking the principal weapon (the 64-pounder) from its work upon the enemy's ship.

by Messrs Wotton and Deacon, for the defendants.

#### Canton.

(From our Correspondent.)

April 1st, 1885.

Another disturbance has taken place in consequence of the leaving of taxes. The police long is faced out to a man who lives at Shik Wan, near Fatsan. The revenue office is in Canton, but this was not the object of attack. The rioters went to the residence of the farmer and removed everything from the house, and our reporter says they pulled down the house, another says they beat the female inmates and set fire to the house. They caught the farmer and poured filthy slaps down his throat. Considerable discontent prevails on every hand. The people say, and with much reason and proof on their side, that the taxes will not be abolished when the war is over, so they refuse to have them levied. H. E. the Viceroy is losing favour very rapidly. A curious play on his name is made in the city. The last character in his name (H) is similar in sound to the character 耗, which means a pest or joint. This character enters into a sentence descriptive of one who has talents to uphold a state. The people now designate the Viceroy a fat-tung or a rotten pest. The breeze of popular favour seems to be veering round.

There is considerable talk here about the possible rupture between England and Russia. The latter is spoken of as being able to swallow up England and cause her name to be unknown among those of the nations of the earth. To sustain defeat at the hands of Russia would cause an incalculable loss of prestige for England, and it is earnestly to be hoped that the home Government will not rest satisfied with half measures. The Chinese say the Russian "revenue" of war is great, that they can grow their own corn on board, and have means for procuring supplies themselves with provisions. Another report says they have forests of trees growing on each side their vessels. I fancy this means that the Russians carry their own provisions, and by the larger majority of the Chinese are, yet nothing is done by the heavenly and paternal Government to enlighten the gross darkness of the people.

A case has recently come to light which, if true, shows the utter barbarity a magistrate will exercise in order to save his position and possibly his



